

# CHINA

THE



# MAIL.

Established February, 1845,

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

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HONGKONG, TUESDAY, APRIL 22, 1879.

日二初月三閏年卯己

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street; GEORGE STREET & Co., 30, Cornhill; GORDON & GOTCH, Ludgate Circus, E. C.; BATES, HENDY & Co., 4, Old Jewry; E.C. SAMUEL DEACON & Co., 160 & 164, Leadenhall Street.

PARIS AND EUROPE.—LEON DE ROSNY, 19, Rue Monceau, Paris.

NEW YORK.—ANDREW WIRD, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GOROX & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

SINGAPORE AND STRAITS.—SAYLE & Co., Square, Singapore; C. HEINZEN & Co., Manila.

CHINA.—MACO, MESSRS. A. A. DE MELLO & Co., Macao; CAMPBELL & Co., Amoy; WILSON, NICHOLLS & Co., Foochow; HEDGE & Co., Shanghai; LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama; LANE, CRAWFORD & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID UP CAPITAL, 5,000,000 Dollars. RESERVE FUND, 1,300,000 Dollars.

COURT OF DIRECTORS.

Chairman—W. H. FORBES, Esq. Deputy Chairman—Hon. W. KESWICK.

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LONDON BANKERS.—London and County Bank.

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INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:

For 3 months, 3 per cent. per annum. " 6 " 4 per cent. " " " 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,

Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East. Hongkong, February 15, 1879.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

RATES OF INTEREST ALLOWED ON FIXED DEPOSITS.

At 3 months' notice 3% per Annum.

" 6 " 4% " "

On Current Accounts at Rates which can be ascertained at their Office.

## THE CHINA MAIL.

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## Intimations.

Volume Seventh of the  
"CHINA REVIEW."

Now Ready.

No. 4.—VOL. VII.

OF THE

CHINA REVIEW.

## CONTAINS—

Jottings from the Book of Rites.  
Brief Sketches from the Life of K'ung-ming.

The Ballads of the Shih-king.

Translations of Chinese School-books.

The Critical Disquisitions of Wang Ch'ung.

Alchymy in China.

Appendix to Wylie's "Coins of the Ta-ching Dynasty" "Hien Fung" Period.

Short Notices of New Books and Literary

Intelligence.

Notes and Queries:—

A Few Petty Additions to Dr Douglas'

Dictionary.

Trout in China.

Ancient Vases.

Inheritance.

Greeting the Spring.

Adoption.

The Term Kwai.

Mongol and Yuan-pao.

Leasehold Usage.

Chinese Coins.

Coronation of the King of Loochow.

The Ongur Alphabet.

Books Wanted, Exchanges, &amp;c.

China Mail Office,

Hongkong, March 21, 1879.

## To-day's Advertisements.

## NOTICE.

THE YEARLY GENERAL MEETING  
of the Members of the HONGKONG  
CLUB will take place, on WEDNESDAY,  
the 30th Instant, at 5 o'clock P.M.

By Order,  
EDWARD HEART,  
Secretary.

Hongkong, April 22, 1879. ap30

## Not Responsible for Debts.

Neither the Captain, the Agents, nor  
Officers will be Responsible for any  
Debt contracted by the Officers or Crew  
of the following Vessels, during their stay  
in Hongkong Harbour:—

JOHANN FRIDERICI, German brig, Capt.

A. H. Kromke.—Wiesler &amp; Co.

GOLDEN FLEUR, British barque, Capt.

James Wilton.—Gilman &amp; Co.

ONEIDA, British ship, Captain S. Clyma.

Globe, Livingston &amp; Co.

TAIWAN, German barque, Captain C.

Jessen.—Arnhold, Karberg &amp; Co.

QUEEN OF INDIA, British barque, Capt.

R. H. Cary.—Adamson, Bell &amp; Co.

FLEUR CASTLE, British steamer, Capt.

Kidder.—Adamson, Bell &amp; Co.

ALEXA, British barque, Captain George

Robb.—Jardine, Matheson &amp; Co.

PARADES, French barque, Captain T.

Pasco.—Carroll &amp; Co.

## SHIPPING.

## ARRIVALS.

April 22, BEN GLOE, British steamer, 1198,  
Buchanan, Bombay March 26, Singapore  
April 8, and Saigon 17, Rice.—GIBSON,  
LIVINGSTON & CO.

April 22, ATHOLL, British steamer, 922,  
W. S. Thomson, Salgon April 17, Rice.—

JARDINE, MATTHEWS &amp; CO.

April 22, CHINKIANG, British steamer,  
from Canton.April 22, ANTEOR, British steamer, 1844,  
H. Jones, Liverpool March 1, Malta 11,  
Port Said 15, Suez 18, Aden 25, Penang  
April 11, and Singapore 15, General  
and 280 chests Opium.—BURTERFIELD &  
SWIRE.

April 22, CYCLOP, German gunboat, 480,  
von Schulemann, Shanghai April 16.

## DEPARTURES.

Apr. 22, ATLANTIS, for Hothow.

22, Envoy, for Amoy.

22, SERPENTON, for Singapore, London,  
&c.

22, GUADAL, for Shanghai.

22, FINISTERRE, for Saigon.

22, KHIVA, for Europe, &amp;c.

22, PEMBROK, for San Francisco.

22, GLENFER, for Saigon.

## CLEARRED.

Charmier, for San Francisco.

NAMCO, for Coast Ports.

FLEUR CASTLE, for Salgon.

## PASSENGERS.

## ARRIVED.

Per ANTEOR, from Liverpool, &c., Mrs.  
Itherwood, Mrs. Allen, children and serv-  
ant, Mr. Scott, and 740 Chinese.

Per BEN GLOE, from Salgon, 7 Chinese.

Per ATHOLL, from Salgon, 10 Chinese.

## DEPARTED.

Per GUADAL, for Shanghai: from Hong-  
kong, Messrs. Wilson, and de Souza, and  
98 Chinese; from Southampton, Mr.  
Letchford; from Venice, Mr. and Mrs.  
Major, Mr. and Mrs. Blair, and Mr.  
Anderson; from Brindisi, Messrs. Bourke,  
Hole, and A. R. Dent; from Smyrna, Rev.  
Zenone Mettner, and Mr. A. Faay; from  
Bombay, Mr. H. Mody.—For Yokohama:  
from Southampton, Mr. A. Davis.

Per KHIVA, from Hongkong: for Sou-  
thampton, Commodore G. W. Watson, The  
Hon. C. May, Mrs. Linthead and native  
female servant, Mr. and Mrs. Deane, 3  
children and 1 European maid; Messrs.  
Edward Robinson, Rhodes, C. A. Walme-  
ley, Bennett Sohby, Henry Bassell, S.  
Sprague, M. McCourt, J. Scott, J.  
Middlewick, W. Musell, J. Hookday,  
and A. G. Roberts; for Gibraltar, Mr.  
Avias; for Singapore, Miss Douglas.

From YOKOHAMA: for Venlo, Mr. J.  
Hartley and servant; for Southampton, Mr.  
Berger.—From SHANGHAI: for London, Mr.  
G. Gneves; for Southampton, Mrs. Hollis-  
day, Mr. A. Hutchinson, Master Edmund,  
Capt. and Mrs. McQueen, 2 infants and 2  
native servants, Mrs. Bushell, infant and  
European female servant; for Brindisi, Mr.  
Walter; for Calcutta, Messrs. M. Forrest  
and Campbell; for Gibraltar, Mr. and Mrs.  
Hughes; for Bombay, Mr. Wade Gardner.

Per ATLANTA, for Hothow, Mr. William-  
son, and 108 Chinese; for Rangoon, Mr.  
and Mrs. Telles, the (2) Master Boyer,  
and 18 Chinese.

Per ENVY, for Amoy, 110 Chinese.  
Per SERPENTON, for Straits, 840 Chinese.

## SHIPPING REPORTS.

The British steamer BEN GLOE reports:  
Fine weather to the Parcels; thence to  
port have heavy N.E. gales accompanied  
with high sea. Arrived in port at 6 a.m.  
(fus. 15) 22nd.

The British steamer ATHOLL reports: From  
17th to 20th light variable winds and fine  
weather. On the 20th and following days  
strong wind from E.N.E. with heavy sea.

The British steamer ANTEOR reports:  
Left Liverpool March 1st and arrived at  
Malacca on the 11th, left same day, arrived  
at Port Said 15th, ente. el Canal 16th, ar-  
rived at Suez 18th, left same day; arrived  
at Aden 25th, left same day; arrived at  
Singapore 16th, left for Hong-  
kong 17th; had good weather generally; ex-  
cepting North of Maclesfield Banks, when  
experienced a moderate gale from N.E. and  
very high sea, commencing 2 a.m. on 21st  
and moderating 24 hours afterwards. Passed  
Tentor South in the Red Sea, Hector at  
Aden, Pria and Nestor at Penang, Diction  
at Singapore, and on 22nd S. S. SERPENTON  
left Singapore.

To-day's Advertisements.

## NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOT POSTE FRANCAISE.

The Company's Steamship  
"VOLGA."Commandant ROLLAND, will be  
despatched for YOKOHAMA shortly after the arrival of the next French  
Mail from Europe.G. DE CHAMPEAUX,  
Agent.

Hongkong, April 22, 1879.

## NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOT POSTE FRANCAISE.

The Company's Steamship  
"IRAOUADDY,"Commandant GAYARD, will be  
despatched for SHANGHAI shortly after her arrival from Europe.G. DE CHAMPEAUX,  
Agent.

Hongkong, April 22, 1879.

bags Rice @ 50 lbs, 900 boxes Nut Oil, 294  
boxes Root Flour, 930 Empty Quicksilver  
Flasks, 92 bales Gunny Bags, 50 pkgs. Tea,  
65 bags Tapoca, 50 bags Pepper, 60 pkgs.  
Samshoo, 20 pkgs. Rattans, 10 boxes To-  
bacco, and 552 pkgs. Sundries.

Per American barque BLACK HAWK, sailed  
12th April, 1879, for San Francisco:—  
37,689 bags Rice @ 50 lbs, 700 boxes Nut  
Oil, 560 rolls Matting, 200 pkgs. Fire  
Crackers, 1,000 bales Hemp, 160 bags Pepp-  
per, 150 bags Sugar, 50 bags Tapoca, 300  
cases Camisa, 80 pkgs. Tea, 55 boxes Rice  
Flour, 20 boxes Paper, 20 boxes Tobacco,  
and 6,144 pkgs. Sundries.

Per Norwegian ship SUMMERFIELD, sailed  
17th April, 1879, for London:—10,998 bags  
Sugar, 2,054 rolls Matting, 660 pkgs.  
Cane, 700 cases and 235 casks Preserves,  
275 piculs Camisa, 250 piculs Galangal,  
100 piculs Galla, 47 bales Waste Silk, 55 bales  
Hides, and 161 pkgs. Sundries.

Per German barque FORMOSA, sailed 19th  
April, 1879, for Hamburg:—2,500 boxes  
Fire Crackers, 568 piculs Camisa, 478 pkgs.  
Preserves, 103 piculs Cane, 150 piculs Ga-  
langal, 72 piculs Galangal, 60 boxes Es-  
sential Oil, 51 rolls Matting, and 284 pkgs.  
Sundries.

## POST OFFICE NOTICES.

MAILS will close:—

For AMOY, TAMSWI, and TAIWAN.  
For ALBAY, at 11.30 a.m. on Wednes-  
day, the 23rd inst.

For HAIPHONG (Div. ct).—  
Per WASHI, at 4.30 p.m. To-morrow, the  
23rd inst., instead of as previously  
notified.

For SHANGHAI AND HANKOW.—  
Per LONDON CASTLE, at 11.30 a.m., on  
Thursday, the 24th inst.

For SAIGON.—  
Per CORDOVARA, at 5 p.m., on Thursday,  
the 24th inst., instead of as previously  
notified.

For BANGKOK.—  
Per Rajanarathnar, at 8.30 p.m., on  
Friday, 25th inst.

MAILS BY THE FRANCOP PACKET.—

The French Contract Packet *Peltre* will  
be despatched on TUESDAY, the  
29th instant, with Mails to and  
through the United Kingdom and  
Europe, via Naples; to Saigon, Siam,  
Settlements, Batavia, Burma, Ceylon,  
Pondicherry, Madras, Calcutta, Bombay,  
Aden, Suez, and Alexandria.

MAILS BY THE UNITED STATES PACKET.—

The United States Mail Packet *Oceanic* will  
be despatched on SATURDAY, the  
3rd May, with Mails for Japan, San  
Francisco, and the United States,  
which will be closed as follows:—

2.15 p.m. Registry of Letters ceases.  
2.30 p.m. Post-Office closes; Post  
Office boxes except the NIGHT BOX,  
which remains open all night.

Day before departure:—

7 a.m.—Post Office opens.  
10 a.m.—Registry of Letters ceases.  
Posting of all printed matter and  
patterns ceases.

11 a.m.—Mails closed, except for Late  
Letters.

11.10 a.m.—Letters may be posted with  
Late Fee of 18 cents until

11.30 a.m.—when the Post Office CLOSES  
entirely.

11.40 a.m.—Letters may be posted on  
board the packet with Late Fee of  
18 cents until time of departure.

## Quotations.

HONGKONG, April 22, 1879.

PIUM.—New Patna cash... \$675  
Old " " cash... 575  
" New Benares, cash... 545  
Old " " cash... 525  
" New Malwa, credit... 755  
Allowance Taels... 75  
" Old Malwa, credit... 750  
Allowance Taels... 75

## Exchange.

BANK, Wire... 3/6  
30 days' sight... 3/7  
6 months' sight... 3/7  
CREDIT, " 3/7  
DOCUMENTARY, 6 months' sight... 3/8  
INDIA, Wire... 23/4  
Demand... 22/4  
SHANGHAI, demand... 72/4  
180 days' sight... 73/4  
Gold Leaf, 99/- fine... 28 50  
Sovereigns... 5/5

## Shares.

HONGKONG BANK, 47% prem.  
Union Inv. Soc'y of Canton, \$1,400  
North China Inv. Co., \$1,300  
Yangtze Inv. Assoc., Tls. 750  
Chinese Insurance Co., \$270  
H.K. Fire Inv. Co., \$750  
China Fire Inv. Co., \$175  
H.K. & W. Dock Co., 5% prem.  
H.K. & M. S. Dock Co., \$6 div.  
Shanghai Coast N. Inv. Co., Tls. 17  
China Coast S. Inv. Co., Tls. 96  
Hongkong Gas Co., \$70  
Hongkong Hotel Co., \$88  
China Sugar Refining Co., \$137  
Chinese Imperial Loan, \$112  
Do. of 1877, \$110

strength. Commodore Watson is also one of the passengers; he was pulled from the *Victor Emanuel* to the mail steamer in his own galley, manned by officers, viz.: Messrs. Bremer (stroke), Winterbottom, Baynes, Cullinan, Anton, Mahoney and Yates, who presented him with two silk flags, — an ensign and a pendant. We hope soon to hear of the points being cut off the pendant and the square flag hoisted by Vice-Admiral Watson. The *Khiva* carries away other old and esteemed friends from our midst. Bon voyage.

We hear from the North, says the *N. C. Daily News*, that His Excellency Li Hung-chang holds General Grant in such high estimation, that he is anxious that he should visit Tientsin, where, it is represented, he would be received with most distinguished honours. Arrangements, it is said, are in contemplation for the propo. id visit to take place, on a scale equal, if not surpassing, the reception of any other foreigner who has visited China, and this solely at the instigation of Li himself, who is fully conversant with the General's eventful life, and thinks there is an affinity in their respective careers. The matter, however, is still in embryo.

The following shipping notes are from our American exchanges:—The Pacific Mail Steamship Company's steamer *City of Peking* arrived at San Francisco on the 21st ult., from Hongkong via Yokohama, making a splendid run of 23 days, 20 hours from Hongkong, and 16 days, 22 hours from Yokohama.—The German bark *Manila-IT.*, Captain Gonner, arrived at San Francisco, on the 19th ult., 69 days from Hongkong.—The American ship *Matches* was on the berth at San Francisco, on the 22nd ultimo, for Hongkong.—The British ship *Lothian* left Victoria, Vancouver's Island, on the 16th ult., for Shanghai, with 515,000 feet of lumber from Burrard's Inlet.—One-eighth of ship *Adam M. Simson* (1525 tons of Philadelphia), has been sold for \$4775. She is now at Cardiff, loading for Hongkong.

The Chinese have commenced buying American iron for shipment to China. A few days before the departure of our advice just to hand from America one hundred tons were purchased and shipped from New York, said to be the first purchase or shipment of American iron ever made by Chinese people. Heretofore, they have made their purchases from the British, because of the cheaper rate, and the Americans want to know what it all means. The *Alta* says:

Whether this transaction is the beginning of a more extensive business in that line, or a sporadic act dependent upon peculiar circumstances, is not yet evident. Can it be that the shrewd Chinese have made this commencement of possible future trade in that line for the purpose of strengthening the feeling at the East in favor of their people's immigration? It is not impossible, and the influence of that purchase and shipment, should it be accepted as the beginning of a new branch of trade with China, is sufficient to make every eastern dealer in iron ten times more an advocate of unlimited Chinese immigration than he ever was before. Judging some of the people there by their words and acts, they would not hesitate to balance the Mongolizing of California against the sale of a hundred tons of pig iron.

The programme for General Grant's tour, says the *New York Sun*, was "arranged for him by the men in this country who are understood to be coaching him for the next Republican nomination, and to be paying the expenses of his foreign tour with that object in view. But when the statement was first published that the United States vessel *Ridgmont* was to be detailed to carry him over the last part of the trip, and protests began to come in from all parts of the country, these managers became alarmed, and wrote to General Grant that it was best for him to go to India in one of the mail steamers, and by the time the *Ridgmont* reached Bombay the people here would have gotten over their first burst of indignation. He could then join the *Ridgmont*, in the meantime having followed out their programme and sail in her to China and Japan."

The Hon. Mr. May was the recipient, before his departure, of a gratifying address from the officers of the Magistracy. Owing to the hon. gentleman's illness no formal presentation of the address was made, but it was forwarded to him before his departure:—

Magistracy, Hongkong,  
21st April, 1879.

The Hon. CHAS. MAY,  
First Police Magistrate,  
etc., etc., &c.

Sir,—It is with feelings of more than ordinary regret that we, the undersigned officers of the Magistracy, learn that you are compelled by illness to revisit your native land. The long terms that many of us have passed under your esteemed direction and the kindness and regard we have all ever experienced at your hands make it imperative upon us, we think, to, in a few words, express before you go, our gratitude for the courteous and considerate treatment you have always extended to us, as well as to state, that it is our most sincere hope that but little time may elapse before you may be restored to a state of health that will enable you to resume the duties of Police Magistrate or, far better still, to assume some superior appointment in the Government that, well merited upon your part, will be productive of the best results in the administration of the Government itself.

Hoping you will persevere with anything but dissatisfaction the few words we have indited in expression of our respectful and grateful feelings towards you,

We are, Sir, your most obedient servants:—(Signed) Arathoon Seth, James Parker, Li Heng Mi, Ng Kwei Shang, Bedell Lee Yun, Li Chueung, Ng Fuk Shang, Sung Chong Kan, George Saunderson, J. F. Fernandes, Li Ayam, Li Amat, Li Chi, and others.

List of Articles presented to the City Hall Museum from February 15th to 18th April 1879:—

Curious Egg, presented by Ng Choy, Esq.; 2 War Masks, by J. M. Emanuel, Esq.; Cassaway's skin, by P. H. Emanuel, Esq.; 2 Fishes, by E. Schmacker, Esq.; 6 Shells, by John Brown, Esq.; Crocodile, J. R. White, Esq.; 4 Paddles and 1 Stone Axe, by Capt. Reddel; 2 Sea Gulls, by W. Quincey, Esq.; Lizard, C. A. Ozorio, Sea Swallow, by A. G. Cary, Esq.; Snake, by G. Boulonze, Esq.

RETURN OF VISITORS TO THE CITY HALL LIBRARY AND MUSEUM FOR THE WEEK ENDING APRIL 20TH, 1879:—

	European.	Chinese.
Monday, April 14th,	78	68
Tuesday, 15th,	87	110
Wednesday, 16th,	78	511
Thursday, 17th,	81	545
Friday, 18th,	189	775
Saturday, 19th,	120	685
Sunday, 20th,	201	3,244
Totals,	784	3,244
Grand total,	4,028	

THE BRITISH STEAMER *Glenyon*, from Shanghai to New York, where she arrived March 9th, had a rather eventful encounter with an American vessel. It is thus described in the report furnished to the *New York Maritime Register*:

Sighted the ship *Kentukian* (of Boston), Moseley, at noon on Feb. 19th, in the Mediterranean, about 40 miles from the port of Algiers. The Boston vessel was flying a signal of distress, and the steamer approached her. Her captain was running about aft in an excited manner, flourishing a pistol in his hand. When the steamer got within speaking distance of him he hailed her, saying that he was 90 days out from Trieste, and bound for the 3rd west passage, but that his crew had mutinied, and that he, having run out of provisions, was starving. A boat was lowered from the steamer, and fresh water, 50 pounds of preserved meat, and a bag of bread were placed in it. The first officer took command of it, and, coming alongside the ship, asked if it would be safe for him to come on board. On the Captain replying in the affirmative, the officer started to climb up the ladder which had been placed over the side, when the charges of the Captain's revolver were fired over his head. When the deck was reached, he found everything in good order, and the crew, which consisted entirely of colored men, were obeying orders. The Captain was asked what he stood most in need of, and replied that he required tea and preserved meat, but that he was well supplied with everything else. From his manner it was evident that he was insane. He asked to be towed to Gibraltar, a distance of 400 miles, for £200. As there was a fair wind for Algiers, and the steamer's supply of coal was insufficient for the purpose, the officer replied that they were unable to do so. He remained on board for three-quarters of an hour, but saw nothing out of the way in the conduct of the crew. After advising the Captain to put into Algiers, which he could reach t' night or early on the following morning, if the wind held, the officer returned to the steam-ship. As the Captain of the latter had no authority to interfere, he proceeded on his voyage, and arrived at Gibraltar two days afterward.

There can be no doubt that the Captain of the *Kentukian* was insane. The *Kintuckian* left Trieste, Austria, on Nov. 5th, and when spoken near Algiers by the *Glenyon*, was already 90 days out. She arrived at Irliz, March 8th with the Captain dead. The great excitement which prevailed here in 1876 in connection with the *O. O. Whitmore* case, will not soon be forgotten. Snow, the mate of the barque, has just stood his trial before the United States Circuit Court, Justices Sawyer and Hoffman presiding, and has been acquitted, and discharged from custody after having been over a year in confinement. The trial lasted six days, and the case is characterized by the Press as one of the most notable of the present day. The Foreman of the Jury, which acquitted Snow of all the five counts against him, wrote to the *Commercial Herald* to say, and that unhesitatingly, in his opinion, and those of his fellow-jurymen, the cause of Ellwood's death was syphilis, and not as charged in the indictment; and that the two sailors ought in justice to be indicted for perjury and sent to the Penitentiary. The statement of the case which we give below is written by the Foreman of the Jury. We may add that Captain Peabody and Mr. Snow have left New York for Boston, where the former will stand his trial on the same charge:—

During the past week a very important and interesting trial has been held in the United States Circuit Court—Justices Sawyer and Hoffman presiding. It was the case of the United States vs. Snow, mate of the bark *O. O. Whitmore*, who was charged with murder, etc., up the high seas, on a voyage from Cardiff to Hongkong, in the year 1876, the charge in chief being the killing by Snow of a sailor named Ellwood, by beating over the head with a belaying pin, and other cruel treatment, causing death. The Government had for prosecutor District Attorney Van Duzer. The defendant was able to defend for W. H. L. Barnes, Esq. The trial occupied more than a week. The prosecution had to rely in chief upon two sailors—seaman on the *Whitmore*—Wright and Declarre. The two men were more positively to the beating and cruel treatment, but they were with too much positiveness. They over-did the mark and swore to a lie right straight through, as the jury and Court evidently believed. The defendant relied solely upon Captain Peabody, of the *Whitmore* who testified in behalf of the mate, and who, by the way, is himself now under an indictment in Boston for the same offence, said indictment consisting of twenty-one different counts. When placed upon the witness-stand, His Honor, Judge Sawyer, warned and cautioned Captain Peabody not to say anything that might in any way tend to criminate himself, etc. To this he replied promptly

that he had nothing to conceal, but that he intended to narrate truthfully the whole circumstance of the voyage in all its several details, without fear or favor. And he did so in such a manner as to convince the Court and Jury, and mostly all who heard him, that he was telling the truth. The mate, Snow, the defendant, was placed up on the witness stand to testify in his own behalf. Of course these two officers testified positively against the story of the two sailors. Judges Sawyer and Hoffman each charged the jury, after which the case was given to them for adjudication. After an absence of two hours the jury returned with a verdict of acquittal on all five of the counts. Upon motion of Colonel Barnes, Mr. Snow was at once discharged from custody.

#### SUPREME COURT.

IN SUMMARY JURISDICTION.  
(Before the Hon. the Acting Pulse Judge,  
J. J. FRANCIS, Esq.)

April 22, 1879.

Brito v. Su Wing.—This was a claim for \$60, rent of a godown in Queen's Road, belonging to plaintiff and occupied by the firm to which defendant belonged, for the last nine or ten years. Su Wing, the defendant whose name was on the summons was dead; died twelve months ago; but Low Ahol, another member of the firm who carried on a mat-shop, came forward and admitted the tenancy. Summons was consequently amended by the Court, making Low Ahol defendant. The rent had been regularly paid up to the month of February, in advance; defendant then got a month's notice to quit, and further notice that if he did not quit by March 15th, the rent would be \$50. Defendant alleged on oath that he got verbal permission to stay one month longer at the old rate of \$15. This permission, plaintiff said on oath, he never gave. The judge held that defendant must have mistaken what was said. Judgment for amount sued for, with costs.

Ken Yow v. Yip Ayut.—Plaintiff claimed \$23, damages sustained by him in consequence of a goat belonging to him having been beaten by plaintiff. The goat had been seriously injured in the leg by defendant kicking it. The goat had before given two bottles of milk a day; but none since. This represented a loss of say 42 cents every day since to him, and the value of the goat. He saw the defendant strike the goat with an iron bar, breaking off its horns; one horn produced. The goat herd also saw him strike the goat. Defendant said he never struck the goat; it was eating his white beans and he drove it away quietly. The goat herd corroborated the plaintiff's evidence. His Lordship gave judgment for plaintiff for \$5 without costs.

Lin Sui v. Marshall.—This was a dispute about the payment for a painting in oil of the *Loudon Castle* in a storm. Plaintiff is the master of the Kin Shan painter's shop; defendant is master of the British steamer *Loudon Castle*. The price agreed to be paid was \$15, but when the Captain saw the painting he was willing to pay only \$5; and as this vessel had to leave this morning, he left the master in the hand of his compadres with a view to a compromise.

His Lordship gave judgment for plaintiff for \$12 with costs. The painting was produced, and showed a rather exaggerated picture of the storm, the steamer having seven or eight heavy seas washing over her at once.

Gracius v. Reizes.—This was a claim for \$4.50, money lent. The plaintiff was watchman at the Hongkong Hotel, and the defendant had been employed as a barber at Mr Moore's. Plaintiff failed to prove his case and judgment was entered for the defendant.

#### Police Intelligence.

There was very little doing at the Police Court to-day. Cheung A-sam, a trader, was charged by Mr. Seth, chief clerk at the magistrate, with having endeavoured to use a Registration ticket which was not his own. Mr. Crough fined him \$5.

Thomas Lopez, a seaman, unemployed, was charged with being drunk and assaulting Mr. Tonnochy's coolie. He admitted the charge, and said he struck the man because he would not get out of the way. He was fined \$2 for drunkenness with the alternative of four days' hard labour, and ordered to pay \$1 amends to the coolie, or be imprisoned for a further term of three days. Thomas Prosser, Thomas Keenan, and John Timmons, seaman, American ship *Republic*, were charged with being drunk and disorderly, and damaging property in a brothel in Peel Street. The third defendant appears to have acted more as a peace-maker than as a disorderly character, and was not drunk. Mr. Crough therefore discharged him; but the first defendant he fined \$2, with the alternative of five days' hard labour, and the second \$3 or seven days' hard labour. Each man was also ordered to pay \$2.50 amends, or be further imprisoned for five days.

Pauline Gordon, residing at Peel Street, was summoned for keeping a house of ill-fame to the annoyance of the neighbourhood. The summons was taken out at the instance of Indian Constable, No. 674, owing to a complaint made by Mr. Pastore, one of the neighbours. The defendant did not appear, and a medical certificate was put in certifying that she was unwell. The case was therefore adjourned till Friday, the 29th instant.

#### THE PRESIDENT'S VETO.

(New York World)

The most creditable thing, so far as President Hayes is concerned, in connection with the veto message which he yesterday sent to Congress with the Anti-Chinese bill, is the fact that he sent it in. It is due to him to remember that in the circumstances of this case it would have been easy for him to accomplish a practical defeat of this hasty and discreditable measure without expressing officially his own opinion of it at all. And it is due to him also to remember that he was urged to this course by journals which have been reported to be of influence with his own political party. Our esteemed metropolitan contemporary, the *Herald*, earnestly and elaborately entreated him to keep silence upon the subject, and the Tribune endeavored to frighten him into the same course by depicting him as a traitor to his country and patriotic party.

dangers inevitably attendant upon decisive and courageous action where strong currents of antagonistic public opinion happen to be visibly running. President Hayes has not hitherto done much to disown such counsellors at these, and the country therefore will hail his present action with equal satisfaction and surprise. The ignominious collapse under the President's veto of the majority by which the bill was originally carried, while it is as discreditable to the House of Representatives as the veto is creditable to the Executive, proves, if proof were needed, that the veto really represents and that the passage of the bill did not really represent the sober deliberate judgment of the American people. It is the fault not of the President nor of that rational majority of the people which he represents, but of the California advocates of this measure and of the legislators who co-operated with them, if the failure of this ill-considered and unstatesmanlike attempt to deal with the undoubtedly important problem of Chinese labor in the Pacific States shall come to be interpreted as indicating that the rest of the American people regard that problem either with incredulity or with indifference. Nothing could be further from the truth. The President in his message calls the attention of the advocates of the bill which he disapproves to the fact that no longer ago than in 1868 the people of California welcomed the special embassy of Mr Burlingame from China very warmly. He intimates, without unduly or disconcertingly dwelling upon the point, that it would have been easy for them at that time to suggest such modifications of the treaty then about to be negotiated under the strongest pressure from their part of the country in its favor, as might have obviated any present necessity for the stringent and vehement anti-Chinese action to which they seek to urge their fellow-citizens and the Government. The President does not touch upon the point, however, which we have ourselves taken—the liberty of pressing upon the country in general and upon the Californians in particular, that the chief grounds of objection now urged by them against the Chinese could never have taken shape and consistency had our own laws made under the treaty of 1868 been duly and faithfully executed in the Pacific States. Now that the attitude of the country has been aroused to the condition and the out-look of the Chinese problem on the Pacific, our Californian fellow-citizens need not fear that it will be easily diverted again from the subject until it has been thoroughly and coolly examined in all its aspects and in all its bearings, with an eye to such action as can be taken—in regard to it by this great republic without discredit to its national reputation, or danger to the principles which underlie the very fabric of its national greatness.

THE DEFENCE OF RORKE'S DRIFT.  
(Daily News)

Lieutenant Chard's report of the defence at Rorke's Drift is the most cheering document which has, up to this moment, arrived from South Africa. The numerous friends of Lord Chelmsford have been defending him on the score of his many undoubted virtues and excellencies, which only fail when he is in chief command. Lord Chelmsford has given another proof of the nobility of his character in the few lines prefixed to Lieutenant Chard's report. There is no sign of a petty mind in the hearty praise which the defeated general grants to the victorious lieutenants. He extols the readiness which took advantage of every scrap of cover, and made a sketchy but efficient breastwork out of mealie-bags. If Lord Chelmsford continues to command her Majesty's forces in Zululand he will doubtless take a lesson from Lieutenant Chard and Bromhead. The business-like and careful report of Lieutenant Chard is in strong contrast to the meadowlark narrative of Isandula. There is here no hesitation, no laziness. Lieutenant Chard observed all that passed with the watchfulness of a dispassionate looker-on. He "timed" each event as it occurred, and never refers in the slovenly way of Major Mosson and Xenophon to things that took place about "breakfast time," or "an hour or so after luncheon." It is a pleasure to read his story, a pleasure to comment on a tale so unvarnished of so workmanlike a defiance.

From the report of Lieutenant Chard, it appears that he was left in command at Rorke's Drift on the fatal 22nd by the departure of Major Spalding to Helpmakaar. He was looking after the posts on the river about a quarter past three o'clock in the afternoon, when Lieutenant Adendorff, and a carbineer rode up bringing the tale of the utter disaster at Isandula. News had reached Lieutenant Bromhead at almost the same moment, and before Chard could join him, Bromhead was busily preparing for the defence. He was engaged loopholing and barricading the hospital and the large outhouse where the stores were kept, and connecting the two buildings with a breastwork of wagons and bags of mealies. Lieutenant Bromhead may have remembered the Americans who fought behind bales of cotton in the old War of Independence. It is pleasant to learn from the officer in command that his subalterns possessed ready wit as well as courage. Mr. Dalton, of the Commissariat, had also lent his aid, and Lieutenant Chard, engineer as he was, found nothing to alter in the dispositions of his comrades. He next went back to the posts by the river, and here comes not the least interesting detail in the story. The pont guards, Daniels and Sergeant Milne of the 3rd Buffs, with five or six men volunteered to moor the ponts in mid-stream, and keep the ford against the whole Zulu vanguard. These brave men, that sober sergeant of the Buffs, more worthy of respect than the reckless hero who died for England's honour in China, knew well what they had to expect. The news brought fresh from Isandula cannot have minimized the horror of the massacre. The seven or eight pont guards understood that a vast force, wild with success, and as cruel as courageous, was within a few minutes' march of the river. They knew that they themselves would be alone in their desperate adventure; that their comrades in the improvised fort could give them no assistance. They volunteered for a more than forlorn hope, for there was not a chance that any of them would survive the encounter. Lieutenant Chard did not accept the offer; he had other uses for such soldiers, who showed, in a moment when panic would have been almost pardonable, their native contempt for a barbaric foe. In one hour and five minutes after the first alarm firing was heard in the neighbourhood, eight of Daniels' boys, with

bad acted an exploit, fled to Helpmakaar. Captain Stevenson's detachment of the native Natal contingent, some hundred men, with the captain himself, retreated in the same direction. One corporal of that force remained (Corporal Schiera), and was remarked for his gallantry where all were brave. We now see that Chard had lost more than half of the force for which he had constructed breast-works. He had to man his outworks with only half the necessary soldiers. The enemy were almost upon him, but, where some would have despaired or fought wildly and perished, Chard threw up an inner circle of defences with no better material than biscuit-boxes. As he had to defend the hospital as well as the store-house, his line was even now extremely thin.

At what hour the battle began it is not quite easy to say. By some error, 4.20 is given as the moment when firing was first heard, and also as that at which the attack of the Chinese labor in the Pacific States shall come to be interpreted as indicating that the rest of the American people regard that problem either with incredulity or with indifference. Nothing could be further from the truth. The President in his message calls the attention of the advocates of the bill which he disapproves to the fact that no longer ago than in 1868 the people of California welcomed the special embassy of Mr Burlingame from China very warmly. He intimates, without unduly or disconcertingly dwelling upon the point, that it would have been easy for them at that time to suggest such modifications

## Intimations.

ROMARIA A SANCHOAN.

PROJECTA-SE fazer uma romaria à república do grande Apóstolo das Índias, S. Francisco Xavier, saíndo d'aqui às 8 horas da tarde de Sábado, 3 de Maio p.v., (13 de Junho) e de Sanchoan no Domingo a hora mais conveniente. Das quatro romarias que se fizeram n'este século, em Dezembro de 1808, Agosto de 1827, Dezembro de 1869, e 3 de Maio de 1874, esta ultima foi a mais bem sucedida em consequência da falta de ventos impetuoso n'esse mês em que a monção do Nordeste cessa de todo.

O preço de bilhetes incluindo comida será \$5 por cada romete.

J. J. DA SILVA E SOUZA,

Secretario.

Hongkong, Dia de Anunciação, 1879. m3

## NOTICE.

THE Interest and Responsibility of the Under-signed in the Chinese Mail, 雷字日報 (*Wah Tze Yat Pa*), CEASED from the 1st August, 1877.

CHUN AYEN.

Hongkong, April 6, 1879.

## NOTICE.

IN Reference to the above, the Under-signed has LEASED the Chinese Mail from the 1st August, 1877, and has engaged the services of Mr LEONG YOOK CHUN, as Translator and General Manager of the newspaper, which under its new régime will be found to be, as hitherto, an excellent medium for advertising, especially as the Manager is able to devote his whole attention to the conduct of the newspaper.

KONG CHIM,

Leases of the Hongkong Chinese Mail.

Hongkong, April 6, 1879.

## To Let.

TOGETHER or SEPARATELY, MARINE HOUSE—WEST, FIRST and SECOND FLOORS, and A GODOWN.

Apply to E. R. BELILIUS,

Hongkong, April 16, 1879.

## TO LET—AT WANCHAI.

FIRST CLASS GODOWNS. Goods of every description Landed and Stored.

For terms, apply to

LANDSTEIN &amp; Co.

Hongkong, April 4, 1879.

## TO LET.

HOUSE No. 8, SEYMOUR TERRACE. DAVID SASOON, SONS & Co.

Hongkong, April 8, 1879.

## TO LET.

OFFICES in CLUB CHAMBERS. Apply to DOUGLAS LAPRAIK & Co.

Hongkong, April 8, 1879.

## TO LET.

PORTION of a HOUSE, very suitable for OFFICES and DWELLING, also for a STORE, Queen's Road Central. Possession 1st March next.

Apply to LANDSTEIN &amp; Co.

Hongkong, February 4, 1879.

## TO LET.

IN the Houses on MARINE LOT 65, formerly known as the Blue Houses, situated on Praya East.

FIRST FLOORS of Nos. 2, 3 and 4, Praya East, with immediate possession.

As also,

A FRONT and BACK ROOM in the Dwelling to the eastward of the Pier, with part of its spacious Verandah. Immediate Possession.

## TO LET.

THESE CLASS GRANITE GODOWNS, attached to Blue Houses at Wanchai, MARINE LOT 65.

Also,

A SPACIOUS TIMBER YARD, close to the Wanchai Pier. Timber received on Storage or the Yard Routed.

For further particulars, apply to

MEYER &amp; Co.

Hongkong, March 4, 1879.

## TO BE LET.

TWO Excellent STONE-FLOORED GODOWNS, on Marine Lot No. 10, Praya Central.

Apply to TURNER &amp; Co.

Hongkong, August 1, 1879.

## TO LET.

FIRST CLASS OFFICES and GODOWNS, Nos. 54 and 60, Praya Central.

Apply to WO HANG,

No. 6 and 7, Praya West.

Hongkong, January 2, 1879.

## Mails.

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
POINT DE GALLE,  
ADEN, SUEZ, ISMAILIA, PORT  
SAID, NAPLES, AND  
MARSEILLE;

ALSO,  
PONDICHERY, MADRAS, CALCUTTA  
AND ALL INDIAN PORTS.

ON TUESDAY, the 29th April, 1879,  
at Noon, the Company's S. S.  
PEIZHO, Commandant PASQUALINI, with  
MAILS, PASSENGERS, SPEECH, and  
CARGO, will leave this Port for the  
above places.

Cargo and Speech will be registered for  
London as well as for Marseilles, and accepted  
in transit through Marseilles for the  
principal places of Europe.

Shipping Orders will be granted until  
Noon.

Cargo will be received on board until  
4 p.m., Speech and Parcels until 3 p.m.  
on the 28th April, 1879. (Parcels are not  
to be sent on board; they must be left  
at the Agency's Office.)

Contents and value of Packages are re-  
quired.

For further particulars, apply at the  
Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, April 21, 1879.

sp29

Occidental & Oriental Steam-  
ship Company.

TAKING THROUGH CARGO AND  
PASSENGERS FOR THE UNITED  
STATES AND EUROPE,  
IN CONNECTION WITH THE  
CENTRAL  
and  
UNION PACIFIC AND CONNECTING  
RAILROAD COMPANIES  
AND  
ATLANTIC STEAMERS.

THE S. S. OCEANIC will be despatched  
for San Francisco via Yokohama, on  
SATURDAY, May 3d, 1879, at 3  
p.m., taking Cargo and Passengers for  
San Francisco, Mexico, Central  
and South America, and Europe.

Connection to made at Yokohama, with  
Steamers from Shanghai.

Freight will be received on Board until  
4 p.m. of the 2nd May, PARCEL  
PACKAGES will be received at the Office  
until 5 p.m. same day; all Parcel Packages  
should be marked to address in full; value  
of same is required.

A REDUCTION is made on RETURN PAS-  
SAGE TICKETS.

Consular Invoices to accompany Over-  
land, Mexican, Central and South American  
Cargo, should be sent to the Company's  
Offices addressed to the Collector of Cus-  
toms, San Francisco.

For further information as to Freight  
or Passage, apply to the agency of the  
Company, No. 1, Queen's Road Central.

H. M. BLANCHARD,

Acting Agent.

Hongkong, April 16, 1879.

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U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.

THROUGH to NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer ALASKA  
will be despatched for San Francisco,  
via Yokohama, on

the

April, at 3 p.m., taking Passengers, and  
Freight, for Japan, the United States,  
and Europe.Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and  
Inland Cities of the United States via Over-  
land Railways, to Havana, Trinidad, and  
Demerara, and to ports in Mexico, Central  
and South America by the Company's and  
connecting Steamers.Through Passage Tickets granted to  
England, France, and Germany by all  
trans-Atlantic lines of Steamers.On Through PASSAGES to EUROPE,  
a REDUCTION OF TWENTY PER  
CENT from Regular Rates is granted to  
OFFICERS OF THE ARMY AND NAVY,  
AND MEMBERS OF THE CIVIL AND  
CONSULAR SERVICES IN COMMISSION.Freight will be received on board until  
4 p.m. of — April. Parcel Packages  
will be received at the office until 5 p.m.  
same day; all Parcel Packages should be  
marked to address in full; value of same  
is required.Consular Invoices to accompany Overland  
Cargo should be sent to the Company's  
Offices in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.For further information as to Passage  
and Freight, apply to the agency of the  
Company, No. 3, Praya Central.

RUSSELL &amp; Co., Agents.

Hongkong, April 16, 1879.

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INSURANCES.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above  
Company, are prepared to grant In-  
surance at current rates.MELCHRS & Co.,  
Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

SWISS LLOYD

TRANSPORT INSURANCE COMPANY

OF WINTERHUR.

THE Undersigned having been appointed  
Agents for the above Company, have  
This Day taken over charge of the Hong-  
kong Agency, and are prepared to grant  
INSURANCE on MARTINE Risks at Current  
Rates to all parts of the World.

MEYER &amp; Co.

Hongkong, March 4, 1879.

TO BE LET.

TWO Excellent STONE-FLOORED

GODOWNS, on Marine Lot No. 10,

Praya Central.

Apply to TURNER &amp; Co.

Hongkong, August 1, 1879.

TO LET.

FIRST CLASS OFFICES and GO-

DOWNS, Nos. 54 and 60,

Praya Central.

Apply to WO HANG,

No. 6 and 7, Praya West.

Hongkong, January 2, 1879.

## Instances.

QUEEN FIRE INSURANCE  
COMPANY.

THE Undersigned are prepared to grant  
Policies against FIRE to the extent of  
\$15,000 on Buildings, or on Goods stored  
therein, at current local rates, subject to a  
Discount of 20% on the Premium.

NORTON &amp; Co.,

Agents.

Hongkong, January 1, 1874.

THE CHINA FIRE INSURANCE  
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

GENCLES at all the Treaty Ports of

China and Japan, and at Singapore,  
Saigon and Penang.

Risks accepted, and Policies of Insurance

granted at the rates of Premium current at

the above places.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,

Secretary.

Hongkong, November 1, 1874.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER

of

His Majesty King George the First,

A.D. 1720.

THE Undersigned having been appointed

Agents for the above Corporation are

prepared to grant Insurances as follows:

Marine Department.

Policies at current rates payable either

here, in London or at the principal Ports

of India, China and Australia.

Fire Department.

Policies issued for long or short periods at

current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding

\$5,000 at reduced rates.

HOLLIDAY, WISE &amp; Co.

Hongkong, July 25, 1872.

THE SCOTTISH IMPERIAL INSUR-  
ANCE COMPANY.

THE Undersigned having been appointed

Agents for the above Company, are prepared to

grant Policies against FIRE on

Buildings or on Goods stored therein, or

on Merchandise in the same, at the

usual Rates, subject to a discount of 20

per cent.